



# SMOG CHECK ADVISORY

Official Publication of the California Department of Consumer Affairs/Bureau of Automotive Repair

October 1998

Vetoes AB 2789

## Governor Directs BAR to Use Existing Laws to Increase Convenience

In his message vetoing Assembly Bill 2789 (Thomson), which would have defined an "urbanized" area as having a population of 100,000 or more residents, Governor Wilson directed BAR to increase public convenience of the Smog Check program by using its authority under existing laws more fully.

"Changing the designation of these (urbanized) areas would result in an emissions reduction shortfall which could force the state to face federal sanctions," Wilson said in his veto message. "Avoiding the sanctions would require creating inequities by shifting the burden of increased emissions reductions to industrial and stationary pollution sources or upon the other areas where the enhanced program remains active."

In conjunction with the veto message and negotiations with the Budget Conference Committee, BAR agreed to expand the number of Gross Polluter Certification (GPC) stations in its pilot program to a minimum of 350 statewide. BAR will also amend existing regulations to raise the performance standards for the Gold Shield program. Higher performance standards are expected to increase consumer convenience by reducing the number of times motorists are "ping-ponged" between repair stations and test centers.

BAR also set dates to implement a low-income repair assistance program, beginning in Sacramento County within 60 days—and expanded statewide by April 24, 1999—and to make regular reports to the Legislature on the progress of the Low-Income and

Voluntary Accelerated Vehicle Retirement programs.

Consistent with existing statutes and budget negotiation efforts to make the low-income repair assistance program as convenient and accessible as possible, eligible motorists will be required to spend the first \$200, after which the state will pay the next \$200 until \$400 has been reached. If further repairs are still needed, the applicant and the state will match the next \$100, dollar-for-dollar. If further repairs are still needed, the state is authorized to contribute up to an additional \$200, or no more than \$450 total.

In addition, eligibility remains at 175 percent of the federally-defined poverty level. Eligibility documentation will be required at the time assistance is requested, but post-repair audits will be conducted on a random basis to verify eligibility and maximize consumer participation in the program. Details on program operation will be spelled out in regulation.

BAR also agreed to continue working with the Department of Motor Vehicles (DMV) to help motorists who buy uncertified vehicles from different testing areas, and to reprogram DMV computers to deal with any Smog Check related problems. BAR will also continue to work with Smog Check stations to distribute useful information to consumers on a timely basis. ➔

Second in a Series

## Diagnose Before Replacing CAT

By Pat Larson

As the final element in a system of emissions devices, the catalytic converter (CAT) is often an expensive item for a consumer to purchase, and therefore should be diagnosed as a possible cause of emissions failures only after all other systems have been tested and eliminated.

If the mechanical, ignition, and fuel management (carburetor/injection) systems—including all sensors and the processor—are performing as designed, technicians should determine if the CAT is capable of performing the reductions it was designed to make. Remember, the CAT is not designed to reduce gross numbers of emissions. The engine and emissions control systems must be operating at the lowest possible output, giving the CAT the raw materials to do its job.

Always remember to use two or more of the known tests before you condemn the CAT.

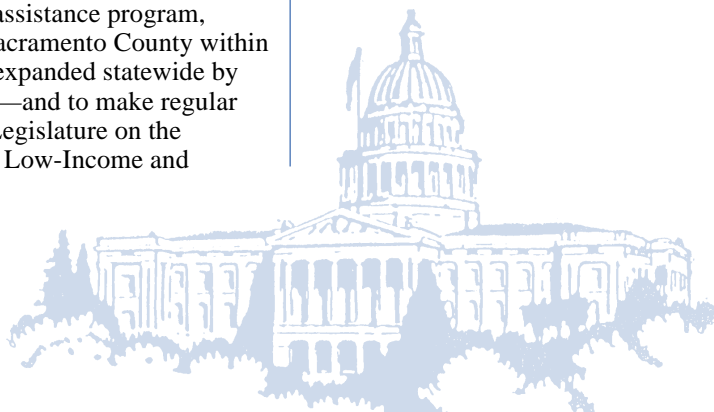
While all of the information presented here is provided in the 20-hour BAR update training, the following diagnostic methods will help those who have not yet taken the class in the meantime. In addition, the manual provided in that class will contain these methods of CAT efficiency diagnosis.

The class begins at the engine, where emissions are generated. Many good diagnostic strategies are taught, and they will be usable the next day in your repair facility.

Technicians should be aware that a CAT may be contaminated as a result of a problem upstream causing excessive emissions. Driving the vehicle after correcting the "system" problem often will revitalize the CAT.

As promised in the September edition of the *Smog Check Advisory*, the following are two CAT diagnostic procedures:

*Continued page 2*



## Diagnose *continued from page 1*

### METHOD #1: The Cranking CO<sub>2</sub> Test

#### The Steps:

1. Make certain there is oil in the engine, and ensure that the engine is at normal operating temperature.
  2. Pre-condition the CAT.
  3. Run the engine at 2500 RPMs for two minutes.
  4. Turn off the engine and correctly disable the ignition system so that no component damage occurs.
  5. Confirm that you are not also disabling the fuel injection system or this will negate the validity of the test.
  6. Hook up the four- or five-gas analyzer.
  7. Crank the engine for 10 seconds while watching the readings; the CO<sub>2</sub> should reach at least 12 percent by the end of the 10 seconds, and the HC should not exceed 500 ppm.
- NOTE:** You may have to use some propane on carbureted engines, if you don't see any HC.

If the CO<sub>2</sub> does not reach the desired percentage at the end of 10 seconds, or the HC goes over 500 ppm, and the CAT was hot, the CAT is not working at total efficiency.

### METHOD #2: The Intrusive Test

*This procedure, which was the most commonly used method to test for CAT efficiency until a few years ago, must be conducted cautiously, since it requires drilling a hole in the pipe.*

*It is important to check the exhaust system completely and carefully to be sure that it will survive an intrusive test, and to determine what it will take to plug the hole(s) after the reading is taken. Technicians must also inform the customer in the estimate that this test is intrusive and will require a "repair" to plug any holes.*

#### The Steps:

1. Drill a small hole in front of the CAT just large enough for the spark arrestor probe (it is advisable to drill in the side rather than the bottom since the least amount of rust will develop this way).

2. Take back pressure reading, if not already done as part of other diagnosis.
3. Ensure that the engine is at normal operating temperature.
4. Pre-condition the CAT.
5. Take readings in this port, and then plug the hole (remember that an exhaust leak upstream of the CAT could prevent the CAT from performing the maximum NOx reduction).
6. Take readings at the tailpipe.

There should be an appreciable drop in CO, HC, and NOx. The intrusive test is the only method to determine if NOx is actually being reduced. All other diagnostic methods only provide a means to diagnose CO and HC oxidation.

*Pat Larson has been a BAR program representative since 1988. He is a member of BAR's Program Representative Advisory Committee, which is dedicated to providing repair and program advice to BAR management executives and Smog Check technicians and station owners.*

In next month's issue: Third in a Series—two more methods to diagnose the CAT's ability to oxidize CO and HC. ➔

## NOx Cut Points Being Phased In

While oxides of nitrogen (NOx) testing officially began on September 9, the levels ("cut points") at which vehicles fail for NOx will be phased in over the next several months.

"We want to make certain technicians are confident in their ability to make NOx-related repairs before we begin tightening the cut points toward the goal required in the State Implementation Plan (SIP) submitted to the U.S. Environmental Protection Agency (USEPA)," said Chris Edwards, Manager of BAR's Smog Check Operations Branch.

A chart of the cut points currently being used for all pollutants under Acceleration Simulation Mode (ASM) test procedures, as employed in the state's Enhanced Areas, is shown on page 4. ➔

## CORRECTION

*There were some miscalculations in the average repair cost figures for the month of July that were included in the SNAPSHOT column of the September edition of the Smog Check Advisory. The average repair cost should have been \$88 at Test and Repair stations, \$100 at GSGR stations, and \$145 at GPC stations. ➔*

## THE BOTTOM LINE

▲ **108** Cut score on the current smog exam.

▲ **70.9** Percent of technicians who passed EA Smog Check exam in August 1998.

▲ **6,960** Number of technicians who have completed the BAR-97 8-hour Transition Training.

▲ **Gold Shield Guaranteed Repair** (GSGR) Stations (as of August 31, 1998).

- ✓ **1,078** Enhanced Areas
- ✓ **362** Basic Areas
- ✓ **5** Change of Ownership Areas

▲ **Test & Repair Stations** (as of August 31, 1998).

- ✓ **2,938** Enhanced Areas
- ✓ **2,455** Basic Areas
- ✓ **91** Change of Ownership Areas

▲ **Gross Polluter Certification** (GPC) Pilot Stations (as of August 31, 1998).

- ✓ **267** Enhanced Areas
- ✓ **385** Basic Areas
- ✓ **48** Change of Ownership Areas

▲ **Test-Only Stations** (as of August 31, 1998).

- ✓ **169** Enhanced Areas
- ✓ **8** Basic Areas
- ✓ **2** Change of Ownership Areas





# SNAPSHOT

*Following are the Smog Check ASM Testing and Repair Cost Statistics for the months of July and August.*

## *Program Volume*

	JULY	AUGUST
Tests Conducted	1,044,120 *	905,907 *
Vehicles Tested	720,316	746,668
Vehicles Failed	67,773 (9.4%)	65,307 (8.7%)
Certificates Issued	638,996 (88.7%)	667,224 (89.4%)

## *Type of Failure*

Tailpipe:	52,864 (7.3%)	33,186 (4.4%)
Gross Polluters	18,605 (2.6%)**	18,063 (2.4%)**
Visual	3,710 (0.5%)	3,623 (0.5%)
Functional	25,935 (3.6%)	25,700 (3.4%)

## *Failure by Station Type*

Test & Repair	36,125 (7.8%)	33,003 (7.1%)
GSGR	18,132 (9.7%)	15,183 (8.9%)
GPC	2,114 (8.2%)	4,890 (8.2%)
Test-Only	11,399 (27.7%)	12,222 (25.4%)
Other (fleets)	3 (1.3%)	9 (3.4%)

## *Consumer Assistance/Referee Centers*

Tests	2,006	1,864
Failures	1,027 (51.2%)	943 (50.6%)
Gross Polluter Tests	52	43
Gross Polluter Failures	20 (38.5%)	7 (16.3%)
Certificates Issued	1,255	1,196
Cost Waivers Issued	160	117
Hardship Extensions Issued	133	169

## *Average Repair Costs*

Vehicles Repaired	57,433	57,119
Average Cost (statewide)	\$ 96	\$ 97
Test & Repair Stations	\$ 98	\$ 88
GSGR Stations	\$ 101	\$ 101
GPC Stations	\$ 165	\$ 143

\* Includes multiple tests on same vehicle.

\*\* Subset of tailpipe failures.

# ACCELERATION SIMULATION MODE (ASM)

## Phase-in Emission Standards and Gross Polluter Standards

ESC	MODEL YEAR GROUP	VEHICLE TYPE (by GVWR)			AVG. EMISSIONS FOR PASSING VEHICLES									PASS/FAIL EMISSION STANDARD						GROSS POLLUTER STANDARD					
		PASSENGER	TRUCK and other motor vehicles, min. wt. sport utility	GVWR	ASM 5015			ASM 2525			ASM 5015			ASM 2525			ASM 5015			ASM 2525			HC	CO	NO
					HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO			
1	1966 - 1967	X	X		158	1.38	614	172	1.50	669	A	241.7	2.72	4237.1	191.7	2.52	3977.1	441.7	4.42	9969.0	391.7	4.22	8939.0		
											B	554971.3	6165.89	2214314.8	554971.3	6165.89	2214314.8	554971.3	6165.89	0.0	554971.3	6165.89	0.0		
2	1968 - 1970	X	X		149	1.22	1036	137	1.25	908	A	238.9	2.62	3777.1	189.9	2.42	3717.1	433.9	4.32	8699.0	383.9	4.12	8529.0		
											B	494793.7	5490.85	2214314.8	494793.7	5490.85	2214314.8	494793.7	5490.85	0.0	494793.7	5490.85	0.0		
3	1971 - 1974	X	X		108	0.87	787	50	0.82	620	A	235.4	2.59	3457.1	185.4	2.39	3197.1	435.4	4.25	8699.0	385.4	4.08	8599.0		
											B	435041.7	4483.19	2214314.8	435041.7	4483.19	2214314.8	435041.7	4483.19	0.0	435041.7	4483.19	0.0		
4	1975 - 1980	X			97	0.25	570	45	0.19	642	A	140.3	0.91	2567.5	92.3	0.71	2407.5	315.3	2.51	8699.0	285.3	2.31	8599.0		
											B	273316.7	1367.95	1997562.9	273316.7	1367.95	1997562.9	273316.7	1367.95	0.0	273316.7	1367.95	0.0		
5	1981 - 1983	X			51	0.20	475	32	0.14	499	A	103.1	0.54	2387.7	42.4	0.44	2137.7	253.1	2.14	8699.0	182.4	1.94	8599.0		
											B	224259.3	1094.31	1861111.1	212933.0	1094.31	1861111.1	224259.3	1094.31	0.0	212933.0	1094.31	0.0		
5	1984 - 1986	X			43	0.18	394	24	0.13	397	A	92.4	0.53	2287.7	42.4	0.53	2307.7	242.4	2.02	8699.0	182.4	1.82	8599.0		
											B	212933.0	979.63	1861111.1	212933.0	979.63	1861111.1	212933.0	979.63	0.0	212933.0	979.63	0.0		
7	1987 - 1992	X			30	0.14	205	12	0.07	194	A	81.7	0.45	2248.5	31.7	0.37	1988.5	231.7	1.98	8699.0	181.7	1.82	8599.0		
											B	191682.7	251.85	1107407.5	181682.7	251.85	1107407.5	191682.7	251.85	0.0	181682.7	251.85	0.0		
8	93 +	X			12	0.05	74	5	0.02	78	A	94.3	0.25	2287.7	34.3	0.25	2027.7	234.3	1.78	8699.0	184.3	1.73	8599.0		
											B	128911.5	724.27	715914.8	128911.5	724.27	715914.8	128911.5	724.27	0.0	128911.5	724.27	0.0		
9	1975 - 1978		X		57	0.21	485	40	0.21	559	A	155.0	1.26	3232.5	105.0	0.35	2873.5	330.5	2.58	8699.0	280.5	2.33	8599.0		
											B	229050.0	2025.00	1354859.2	229050.0	2025.00	1354859.2	229050.0	2025.00	0.0	229050.0	2025.00	0.0		
10	1979 - 1982		X	X	55	0.22	442	40	0.23	553	A	145.0	0.58	3223.5	50.0	0.48	2883.5	320.5	2.38	8699.0	255.0	2.13	8599.0		
											B	229050.0	2025.00	1107407.5	180050.0	2025.00	1107407.5	229050.0	2025.00	0.0	150000.0	2025.00	0.0		
11	1984 - 1987		X	X	52	0.24	351	31	0.17	357	A	130.0	0.41	2805.0	50.0	0.59	3210.0	250.0	1.71	8699.0	230.0	1.80	8599.0		
											B	150050.0	1725.00	975000.0	150050.0	1725.00	975000.0	150050.0	1725.00	0.0	150000.0	1725.00	0.0		
12	1988 - 1992		X	X	38	0.15	219	18	0.09	189	A	100.0	0.27	2085.0	70.0	0.43	1820.0	270.0	1.57	8699.0	220.0	1.73	8599.0		
											B	150050.0	1725.00	975000.0	150050.0	1725.00	975000.0	150050.0	1725.00	0.0	150000.0	1725.00	0.0		
13	93 +		X		14	0.05	107	5	0.03	106	A	97.5	0.50	1755.0	47.5	0.40	1820.0	247.5	1.50	8699.0	187.5	1.70	8599.0		
											B	112500.0	1350.00	875000.0	112500.0	1350.00	875000.0	112500.0	1350.00	0.0	112500.0	1350.00	0.0		
14	93 +		X		24	0.06	104	6	0.03	128	A	150.0	0.30	2275.5	100.0	0.70	2015.0	300.0	1.60	8699.0	250.0	2.00	8599.0		
											B	150050.0	1350.00	875000.0	150050.0	1350.00	875000.0	150050.0	1350.00	0.0	150000.0	1350.00	0.0		
15	1996 - 1999		X		133	1.51	544	120	1.53	1635	A	209.3	3.07	4528.3	159.3	2.87	4283.3	459.3	5.57	8599.0	403.3	5.07	8699.0		
											B	583333.3	4689.87	3163333.3	583333.3	4689.87	3163333.3	583333.3	4689.87	0.0	583333.3	4689.87	0.0		
16	1970 - 1973		X		108	0.87	1036	85	1.10	882	A	188.3	2.88	4333.3	138.3	2.78	4073.3	458.3	6.48	9599.0	323.3	5.25	8699.0		
											B	583333.3	4083.33	3163333.3	583333.3	4083.33	3163333.3	583333.3	4083.33	0.0	583333.3	4083.33	0.0		
17	1974 - 1978		X		126	0.91	858	111	0.90	1058	A	178.3	2.90	4205.5	123.3	2.70	3842.3	423.3	5.40	8599.0	372.3	5.20	8699.0		
											B	583333.3	3500.00	3033333.3	583333.3	3500.00	3033333.3	583333.3	3500.00	0.0	583333.3	3500.00	0.0		

Legend: ESC - Emission Standard Category  
VTWR - Veh de test weight  
GVWR - Manufacturer's Gross Vehicle Weight Rating

HC - Hydrocarbon, ppm  
CO - Carbon Monoxide, %  
NO - Nitric Oxide, ppm

Pass/Fail Emission Standards = A + B/VTWR

PASS/FAIL STANDARDS - Emission standards used to determine if a vehicle passes the emission inspection. A vehicle passes if the emission levels are equal to or less than the standards for HC, CO and NO for ASM 5015 and ASM 2525.  
GROSS POLLUTER STANDARDS - Emission standards used to designate a vehicle as a gross polluter. A vehicle is designated as a gross polluter if the emission levels at the time of the initial inspection, before repairs are greater than the gross polluter standards for HC, CO or NO for ASM 5015 or ASM 2525.

NOTE: Test data on emission pass/fail rates or gross polluter identification rates indicate adjustments are required, the emission standards may be increased or decreased by the bureau by 20% or by the following tolerances, or standards may be set for any specific vehicle and engine configuration which the bureau determined has excessive errors of commission or omission, whichever is necessary to comply with Section 4620.6 of the Health and Safety Code.  
+CO = 150 ppm, -CO = 1.5%, -NO = 580 ppm.



# DISCIPLINARY ACTIONS AND CITATIONS

## Disciplinary Actions

### AMSIA MANAGEMENT CO. D.B.A. MONUMENT SAVE ON

— Concord

SARA SALCHI, President

ALLEN MARTIN SALEHA, General Manager, MOHSEN SALEHA, Manager

*Order:* ARD registration and Smog Check Station License revoked; revocations stayed; 3 years' probation on the following conditions: obey laws and regulations; Smog Check Station to serve 30-day suspension; post a sign stating reasons for suspension; report to BAR quarterly; report any financial interest in any auto repair facility; pay BAR \$3,880. (06/4/98)

### L & D SERVICE STATION — San Jose

LIEM VAN NGUYEN, Owner

*Order:* ARD registration permanently invalidated; Smog Check Station License revoked. (06/4/98)

### MAIN STREET SERVICE

— Half Moon Bay

GUIDO J. CORDOVA, Owner/Employee

*Order:* ARD registrations (AA 192748 & AF179121) permanently invalidated; Smog Check Station Licenses (RA 192748 & 179121) revoked; Guido J. Cordova – Basic Area Technician License revoked. (05/08/98)

### NEIL CHEN AUTO SERVICE

— Glendora

NEIL LIANG SAN CHEN, Owner

FRANK C. HSU, Employee  
MICHAEL CHANG TAI CHEN, Employee

*Order:* ARD registration and Smog Check Station License revoked. (04/28/98)

### RON'S SMOG PRO AUTO CARE

— Los Angeles

RONALD CAMACHO, Owner

*Order:* ARD registration and Smog Check Station License revoked; pay BAR \$10,660.54. (06/4/98)

### BURRIEL, PAT — Fresno

*Order:* Issue an Advanced Emission Specialist Technician License; license shall be immediately revoked; revocation stayed; 3 years' probation on the following conditions: obey laws and regulations; report to BAR quarterly; report any financial interest in any auto repair facility. (06/4/98)

### SPEEDY 1 TUNE & BRAKE

— Los Angeles

HYUNG K. KANG,

a.k.a. PAUL KANG, Owner

*Order:* ARD registration and Smog Check Station License revoked; ARD revocation stayed; 5 years' probation on the following conditions: obey laws and regulations; report to BAR quarterly; report any financial interest in any auto repair facility; pay BAR \$5,600. (06/4/98)

### STOCKTON AUTO REPAIR

— San Jose

HUMBERTO NANEZ, Partner

ARTURO SANCHEZ, Partner

*Order:* ARD registration permanently invalidated; Smog Check Station License revoked; Humberto Nanez Basic Area Technician License revoked. (05/08/98)

### SMOG & TUNE EXPRESS — Lodi

VINESWAR MANGAL RAM, Owner

*Order:* ARD registration and Smog Check Station License revoked. (04/02/98)

### VICK AND STEVE AUTO CLINIC

— Sepulveda

VAHE KALFAYAN, Owner

*Order:* ARD registration and Smog Check Station License revoked; revocations stayed; 3 years' probation on the following conditions: obey laws and regulations; Smog Check Station to serve 30-day suspension; post a sign stating reasons for suspension; report to BAR quarterly; report any financial interest in any auto repair facility; provide BAR unrestricted access to inspect all vehicles undergoing repairs or inspections; Advanced Emission Specialist Technician license revoked; revocation stayed; 2 years' probation on the following conditions: obey laws and regulations; Advanced Emission Specialist Technician to serve 30-day suspension; post a sign stating reasons for suspension; report to BAR quarterly; report any financial interest in any auto repair facility; provide BAR unrestricted access to inspect all vehicles undergoing repairs or inspections; jointly and severally pay BAR \$3,900. (06/4/98)

## Smog Check Station Citations

FACILITY NAME	ADDRESS	CITY	ZIP	LVL	ARD NUMBER	CITATION NUMBER	ASSESS AMOUNT	ASSESS DATE	DATE MAILED
River City Auto Clinic	8101 A Elder Creek	Sacramento	95824	2	UT502489A	981159			
Dodge Bros Automotive	17550 Chatsworth Street	Granada Hills	91344	2	AM175917A	980507	750	07/07/98	05/15/98
North Hills Shell	16961 Devonshire Blvd.	Granada Hills	91344	2	AB123343G	980505	750	07/09/98	05/15/98
Rancho Discount Smog & Radiator	43062 Via Dos Picos #A	Temecula	92590	2	AC182616A	980503	750	07/02/98	05/15/98
Thanh Phat Complete Auto Repair	605 E Garvey Avenue	Monterey Park	91755	1	AC187884	980501	250	06/29/98	05/15/98
Sanders Auto Sales	203 Palm Avenue	Auburn	95603	1	AM157343F	980510	1,500		05/27/98
J & S Auto Repair	12425 Carmenita Road	Whittier	90605	1	AB137914C	980512	75	08/12/98	06/24/98
The Smog Shop	11848 E Valley Blvd. #3	El Monte	91732	1	AH190458	980513	250	07/29/98	06/24/98
AAA Complete Autocare & Tires	27913 Center Drive	Mission Viejo	92692	1	AJ185475	980521	250	07/24/98	06/30/98
Cam Automotive	3324 West 6th Street	Los Angeles	90020	2	AE153443C	980527	750	07/20/98	06/30/98
Chon's Shell Service	1866 Lincoln Blvd.	Santa Monica	90404	1	AG064292G	980517	250		06/30/98
Kim's Arco Station	6242 Beach Blvd.	Buena Park	90621	1	AE178220	980525	250	07/24/98	06/30/98
La Habra Super Shell Auto Ctr.	650 S. Beach Blvd.	La Habra	90631	1	AF189665A	980519	750	09/01/98	06/30/98
Purrfect Auto Service #64	2323 S Azusa Avenue	West Covina	91792	1	AA192691A	980524	250	08/17/98	06/30/98
Ellenson's Chevron Service	151 N. Santa Rosa Street	San Luis Obispo	93405	1	AE189023	980529	250	07/30/98	07/09/98
Econo Lube N Tune #7	155 W First Street	Tustin	92680	1	AA187342	980515	750		07/24/98



is published by the

**California Department  
of Consumer Affairs'  
Bureau of Automotive Repair**  
400R Street, Sacramento, CA 95814

## **BAR FIELD OFFICE PHONE NUMBERS**

Bakersfield ..... (805) 833-6304  
Riverside ..... (909) 782-4250  
Canoga Park ..... (818) 596-4400  
Sacramento ..... (916) 255-4200  
Culver City ..... (310) 410-0024  
San Jose ..... (408) 277-1860  
Fresno ..... (209) 445-5015  
South El Monte .. (818) 575-6934  
Fullerton ..... (714) 680-7851  
Hayward ..... (510) 785-1961  
Oceanside ..... (760) 439-0942

DCA Cashiering (916) 322-7002  
DCA Licensing... (916) 322-4010  
ET Help Desk .... (916) 255-4476  
MCI ..... (800) 731-SMOG  
(Then press 5 for technical support)

**Consumer Assistance and  
Referee Center: (800) 622-7733**

**DCA HOTLINE: (800) 952-5210**

Bulk Rate  
U.S. Postage  
PAID  
Sacramento, CA  
Permit No. 2083

Smog Check Advisory

October 1998

## **Little Scoops...**

- ▲ Just to remind currently licensed technicians, it takes a *minimum* of 15 days from the time the instructor in a BAR-97 transition course sends final exam answer sheets to BAR's test vendor (PSI), and the Vehicle Information Database (VID) updates the BAR-97 Emissions Inspection System (EIS). This then allows the technician to **legally** operate the BAR-97 (see August edition of the *Smog Check Advisory*). If a technician is not yet licensed, course documentation must accompany the license application.
- ▲ New, larger capacity utility vehicles (up to 8,500 pounds Gross Vehicle Weight Rating [GVWR]) may be required to meet the same emissions standards as regular size vehicles under a plan announced recently by the

California Air Resources Board (CARB). These vehicles had previously been held to less stringent standards. However, they now represent half of all new vehicle sales in California, according to CARB. If the proposed CARB plan is approved, vehicle manufacturers would also be forced to guarantee that their pollution control devices last for 120,000 miles.

- ▲ In other news, CARB also recently ordered the recall of more than 300,000 1996-98 model-year Toyota and Lexus vehicles due to defective on-board computers that fail to detect defects in the fuel evaporation control systems. Toyota was ordered to develop a

CARB-approved plan to repair the vehicles at an estimated cost of \$250 each.

- ▲ Mechanical defects, such as a slipping clutch, must be repaired adequately to allow an ASM test to be conducted, and are not legitimate reasons to send a vehicle to a Referee to avoid an ASM test. Moreover, repairs to make a vehicle testable cannot be applied to achieve a repair cost waiver.
- ▲ The technical problems that prevented wall licenses and badges from being completed and mailed have been corrected. As a result, the backlog of unmailed licenses and badges for both technicians and stations should be eliminated by mid-November.

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